

**Funding Action Team
Meeting Notes
August 27, 2004**

Attendance

D. Byers, A. Cooper, J. Deming, C. Erickson, M. Frierson, D. Holt,
A. Kaltenthaler, R. Lange, G. Naeyaert, W. Carley, T. Nouhel, J. Niemela
J. Stoker, E. Timpf, C. Van Deusen T. Petko

**Meeting
Overview**

(25 words or less)

James H. Canham, PE of Alfred Benesch & Company provided a history and overview of the Illinois Turnpike Authority. Members provided updates on the TEA-21 Reauthorization, MDOT Budget and upcoming legislative meetings.

Meeting Notes

Jim Canham provided the following information on the Illinois Turnpike Authority:

- 274 miles long and originally intended as a bypass for City of Chicago.
- Built in 50's.
- 70 miles were added to I-88.
- I-355 opened in 1989.
- Operates more as commuter than bypass and carries 1.2 mvpd.
- Legislative approval is needed for extensions.
- Built w/barrier plaza system; problem with expansion due to limited ROW.
- Some plazas are 30 lanes wide
- Auto traffic is 600 VPH.
- Barrier plazas create AQ, noise, and congestion problems.
Specifically, engine brakes – rumble strips create a lot of noise.
- There are safety concerns at barrier plazas where there is a high concentration of rear end crashes, sideswipes, and pedestrian crossing issues.
- Electronic toll installed in 1990's "I Pass." The biggest benefit is not needing change.
- An "I Pass" only lane is a low cost alternative and equals a highway express lane. Vehicles are able to travel at 30 mph, usually in left lane through the booth.
- "I" Pass express was built on I-355 during original construction – can go thru at hwy speed 55 mph.
- "I Pass" used for 50% of toll collection. It improves noise, reduces air quality impacts, operations and maintenance costs.
- Prevalent comment "Don't mind paying toll but don't want to wait."
- It is easy to bond for toll facilities, because there is a dedicated revenue stream. Projects can be built that otherwise could not be.
- 100% of revenue comes from concessions, tolls & interest.
Concessions at the oases amount to approximately \$5M/yr.
- ROW can be used and rented for fiber optics.
- IL toll has no liability cap; therefore design at the highest range.

Action Items

Questions

- Who paid for the system originally? Bonds
- How do the costs compare between I-94 and toll way?
Toll ways have a dry road policy due to liability.
State Troopers are paid by the toll way and required to measure salt whenever an accident occurs. Many assume the toll way uses more salt; however, I-DOT salts whether it is needed or not, because the size of the system.
- What criteria does the legislature use to evaluate toll expansion?
Look at long-range plan – feasibility studies.
Required to have second consultant to advise the toll way.
- Is the Illinois Toll Authority required to follow EIS process? Yes
- Don't need federal approval for new interchange with a local road.
- FHWA involved if interchange w/federal road i.e., I-80/I-355.
- Express lane I-80/I-88 considered separated from Eisenhower.
- Trucks are charged by axle – used to be 15¢/axle now 25¢/axle.
This is 1.5 times the fee charged to each vehicle (40¢ per vehicle).

Reauthorization (Gary Naeyaert)

- \$299 bill negotiated with the White House. Staff is working on language for the compromise. \$301 brought all states to 94% by the end of the bill.
- House Democratic members may hold out on the \$299 compromise.
- Congress returns September 15.
- The '04 – wash out might provide more funding for remaining years.
- Myron Frierson – The state legislative focus has been on the General Fund.
- There is a framework of an agreement between legislature and the Governor.
- Still need Senate Subcommittee approval of the transportation budget.
- Issue is the General Fund Transfers. Current transfers from the MTF to the General Fund for the Secretary of State are capped at \$20M. The Secretary of State claims that it is \$11M -\$14M behind this year.

Transportation Funding Summit – Gary Naeyaert

- Wisconsin
Vehicle registration fee is flat in the state.
- Gas tax is indexed
- There is no constitutional protection for the transportation budget.
- Trip had been scheduled to bring 11 key legislators from Michigan to Wisconsin. The trip was cancelled due to budget negotiations.

Gary Naeyaert, Brian Blaesing, Doris Byers, and Myron Frierson are preparing a presentation for upcoming meetings with the Legislature. We will review the presentation at the September 24 meeting.

- The tentative schedule is as follows:
October 5 - House Appropriations Committee
October 7 - House Transportation Committee
October 12 - Senate Transportation Committee

What bills are in progress?
SB387 elimination of the diesel discount
Local vehicle registration fee
MRBA supports raising the gas tax
Supports sales tax for DARTA

**Next Meeting
Dates**

1. **Friday, September 24, 2004 9:00- 11:00 am**
NOTE TIME AND LOCATION CHANGE!
Michigan Road Builders Association
924 Centennial Way, Suite 460, Lansing
2. Friday, October 22, 2004 9:30- 12:30 pm
Aeronautics Auditorium, 2700 East Airport Service Drive, Lansing
3. Friday, November 19, 2004 9:30 – 12:30 pm
Aeronautics Auditorium, 2700 East Airport Service Drive, Lansing

**Funding Action Team
Meeting Agenda**

**September 24, 2004
9:00 am – 11:00 am**

**Michigan Road Builders Association
924 Centennial Way, Suite 460, Lansing**

- 1. Education Committee - Review Presentation**
- 2. Update on Reauthorization**
- 3. List of pending bills for Transportation**
- 4. Update on meetings with Legislature - Doris**
- 5. Participants for Transportation Summit, December 15**
- 6. Draft Agenda for Next Meeting**
- 7. Post Critique Meeting**